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The Senator From New York.

The manœuvring to displace Mr. DEPEW as one of the two United States Senators from New York in favor of a man unfitted for the great office by character and associations is degrading to the

Republican party of the State. If Mr. DEPEW is not to be succeeded by himself there is no manner of doubt as to the man to put in his place. He is a man as to whose eminent and singular qualifications for the Senate there is agreement among the people of the State of New York, whether Republicans or Democrats.

That man is ELIHU ROOT. And we have reason to feel confidence

that if elected to the high office Mr. Root would accept it.

This we say, however, without prejudice to Mr. DEPEW, and only to indicate the one man who would be elected Senstor from New York, in the event of Mr. DEPEW's being set aside, if the sentiment of the people of the State was regarded.

Mr. Gorman Recognizes a Fact.

At last the Democracy seems to have learned that the American people are not to be frightened by the silly cry of 'imperialism.'

In the Senate yesterday Mr. GORMAN. while discussing the Philippine Government bill, remarked that "there is no longer any question whether we shall remain in the islands. That seems to have been fixed by the decree of the American people.

A majority of the observers of public sentiment made this discovery four years ago. Mr. GORMAN'S party had not made it last July.

Mr. GORMAN has seen a light. The Democratic platform of 1908 may not be again of an anti-American tone.

The Plan for Upbuilding Our Merchant Marine.

It may be remembered that President P.OOSEVELT, in the annual message sent to the Fifty-eighth Congress in Decemter, 1903, directed attention to the alarming decline of our mercantile marine, and ing to the Congress at its next session of the American merchant navy. All ing the summer, and the conclusions at which they have arrived have been em- partments of trade, transportation and bodied in a bill which, according to our | finance. Washington correspondent, is likely to

be reported before the holidays This project differs materially from that set forth in the Hanna-Frye bill, which failed to become a law. In the doubtedly certain wrongs which defirst place, it offers no premium for speed, the aim being to stimulate the construc- and should be treated as such. A proper tion of cargo carriers rather than of enforcement of already existing laws ocean greyhounds. In this particular would be a sufficient remedy in most, the framers of the measure are following | if not in all, of these cases. Taken as a the President's advice, who in the message to which we have referred expressed the opinion that lines of cargo ships would prove of even more utility than fast mail lines, except so far as the latter could be depended on to furnish swift auxiliary cruisers in time of war. He added that the establishment of new lines of cargo ships to South America and Asia would signally promote the expansion of our commerce. Keeping in view the President's suggestion about cargo carriers, the Commission has provided bounties for sailing vessels as well as steamships, four cents per ton per year being payable to the former and five cents to the latter.

It is to be noted, in the second place, that one of the main purposes kept in mind by the Commission was to avoid imposing any direct tax upon the Treasury in order to meet the expenditures authorized by the bill. To that end it is provided that the sums appropriated profits accruing from foreign mail carriage, which now amount to about \$2,500,-000, and partly by increasing the tonnage tax and port charges levied on foreign ships. It is computed that about three million dollars a year will be procurable in this second way, although the new port charges recommended are lower than those of France and other maritime Powers and but slightly higher than those of Great Britain.

A very important feature of this bill is a provision for the establishment of a naval reserve, a certain proportion of which must be carried on American vessels engaged in foreign trade. As inducements to enter this reserve, every paid from \$60 to \$100 per year, while minor officers will receive from \$30 to \$60 and able bodied seamen \$25 per year. It is by the creation of this naval reserve and by the other incentives to the rebuilding of our merchant marine that the Commission hopes to revive that "sea habit" which before the civil war we possessed in such a phenomenal degree, but which, were it not for our lake, river and coastwise commerce, would

now be almost extinct. The secretary of the Commission, Mr. W. L. MARVIN, lately pointed out in the Review of Reviews what a priceless pos-

ascendency in the battles of the Nile and Trafalgar has the superlative value of that habit been more strikingly demonstrated than in the present contest between Russia and Japan. At the time of the overthrow of the Shogunate, Japan, which had formerly possessed the habit, had lost it entirely, and nearly a quarter of a century passed before she regained it to any remarkable extent. As lately navy was only 151,000, but by systematic national encouragement of her building yards and steamer lines she had managed to expand her mercantile marine to 730,-000 tons by 1903. Indeed, when the present war in the Far East began, Japan actually had more oceangoing steamships afloat than has the United States on both the Atlantic and the Pacific. These Japanese steamers are chiefly officered and altogether manned by native sailors, from whom, when the hour of peril came, could be recruited the crews of her battleships and torpedo boat flotilla. Russia, on the other hand, has neglected for many years the cultivation of the "sea habit," and the consequences of the neglect have been disclosed in the disgraceful incompetence of her naval

officers and men. There is ground, no doubt, for Mr. MARVIN'S belief that the revival of the "sea habit" in our country is dreaded above all things by the Powers that are our competitors in peace and our possible enemies in war. They would ask no better gift from fortune than that Russia's plight might be our own. The Merchant Marine Commission will have done its part toward the reestablishment of the "sea habit" in the United States when its report shall have been submitted. It will then rest with Congress to determine whether the United States shall have merchant ships and a naval reserve or shall retire humiliated from the ocean.

The Railway Rate Question.

It may be said with confidence that, notwithstanding the activity of the discussion, the possibility of any early action on the matter of railway rate adjustment is small. Like the question of tariff adjustment, it is a case of "much cry and little wool." Probably similarly ineffective noise will soon be heard be thought that the special object of the present session of Congress was to give the appearance of a tremendous activity, with nothing to show as a result of it.

So far as the railway rate matter is concerned, a policy of non-action, or at | ble one. As stated by Mr. Donald least of exceedingly deliberate action, SMEATON, sometime Chief Commissioner is most commendable. The issue is of Burmah, it is that taxation and exmuch too vast, complex and far reach- penditure are rapidly increasing; that ing for any hasty or insufficiently con-

sidered decision. Specific features in our system of railway rates, however, lie broadly open to even drastic regulation; and to these Congress may well devote its prompt and active attention. Among them may urged the creation of a commission for be cited the iniquitous system of rebates, the purpose of investigating and report- usually by secret agreement. As we said in commenting on the President's what legislation is needed for the revival | message, the suppression of this method of doing business would be as much in sections of the country are represented | the interest of the railways as of the on the Commission, which was appointed general public. Good morals and good on April 28, 1904, in pursuance of the business would be alike conserved by President's recommendation, and which, such a step. Congress has enough to by the way, consists of six Republicans | do in the way of correction of flagrant and four Democrats. There probably wrongs and abuses without making that the zemstvo movement in Russia has never been a more exhaustive inquiry experiments in Federal adjustment of and the demand for some form of selfthan was made by this Commission dur- rates by processes which would upset government in India appear to be natural our entire national business in the de-

> We are quite unable to discover any rational basis for so revolutionary a process as Federal control and adjustment of railway rates. There are unmand correction, but they are local, whole, the average of our railway rates is exceedingly low. On a basis of per ton per mile rate, it is one-half that of Germany and less than one-third that it is along that line that the most earnest of England. British trade competitors affirm that one of the prime factors in our vast domestic trade, and in our ability to compete in the foreign field, is the amazing cheapness of freight transportation. There is no general or popular demand in this country for lower | barely \$2.50 a head, and that the whole rates, and the only agitation there is on of the land tax, the principal tax of the the subject is political and devoid of sound foundation.

Federal regulation of railway rates runs in two possible directions-both dangerous. One of these is centralization of power, already a menacing process in other directions. The other is Socialism. Government control is very near of kin to the Government ownership for which DEBS and his cohorts are clamoring. That way lies danger, shall be secured partly by diverting if not death, and no careless step should be taken in such a direction.

Fortunately, there is little probability of any Congressional tendency toward that pit. The very magnitude of the proposition is likely to prove the restraining agent. It is fairly realized that the complexities of the problem are not for amateur determination, and few members of Congress claim to be railway experts. The fixing of a national horizontal rate on specified items would give some roads an enormous profit, while other lines would be simply legislated out of business. An equitable classified scale for classified railways could only be effected, if it could be effected at all, after months of the most superior officer serving therein is to be careful and thorough analysis by experts. These facts at least are recognized, and Congress wisely hesitates about plunging into any proposition so

radical. The machinery for the correction of the most flagrant and pernicious of railway abuses already exists. Thus far it has been of little use. If wound up and set properly going, with a perception that the power which created it stands firmly behind it, the Interstate Commerce Commission can remedy the major portion of all existing evils. There will always be those who want cheaper freight rates on the merchandise they ession in time of need is that virile qual- ship, just as there are always those who ity known as the "sea habit." Never since | want lower prices on whatever they France and England fought for maritime | have to buy. But the country need |

not be upset in the interest of this group. Chicago cannot reasonably expect the same freight cost to New York that Newark or Philadelphia pays, and California cannot expect to place oranges in Boston as cheaply as Florida does. These and other features are vicissitudes of trade to which all are subject, and they are not susceptible of uniform ad-

justment by Federal legislation. The suppression, under existing laws of existing and recognized defects and wrongs is quite all that is really needed at present. If that shall be effectively done, there will be ample time to consider the issue in its broader aspects.

The Awakening of India.

During the last days of the expiring year there will be held at Bombay in India the twentieth annual meeting of the Indian National Congress. The delegates composing it will be representative of almost every race and religious community in that country. Even the Mohammedans, who on previous occasions were disposed to hold aloof, will be more fully represented than usual. Great hopes are entertained in India that more substantial results will issue from the coming congress than from the former gatherings: for these did little more than formulate complaints against the British administration and pass academic resolutions.

Stimulated by a number of retired Anglo-Indian officials who have been conducting an active discussion of Indian affairs in England, in the press and on the platform, it is understood that a formal request will be presented by this congress on behalf of the people of India to the British Government for some kind of representative institutions, through which they shall be able to control in some measure their taxation and its expenditure. The president of the congress will be Sir HENRY J. S. COTTON, a retired official whose last post, that of Chief Commissioner of Assam, he resigned rather than be responsible for the administration of the law regulating labor on the tea plantations in the province. He is a native of India, and his family has held a continuous service for five generations in the British administration of India.

For the first time the congress will on the subject of ship subsidy. It might | make definite demands for a recognition of the rights of the Indian taxpayers to exercise some control over the administration of the country. The indictment formulated by the advocates of India against the administration is a formidamilitarism controls the Government; the native press is gagged; the public employment of Indians is curtailed; higher education is restricted to the rich; the universities are officialized; the growth of the spirit of municipal government stifled: the native chiefs and Princes builted and insulted: local provincial exchequers starved in order to swell reserves for imperial expenditure, and the entire function of government is being

concentrated in the Viceroy. Allowing for some exaggeration in this list of complaints, there is still so much resemblance in it to the picture which we are accustomed to have drawn for us of Russian Government and officialdom coincidences, like causes effects.

In addition, the influences of the Japanese successes in the war with Russia have to be taken into the account. They seem to have infused a more vigorous spirit into the Indian press, of late remarkable for the tone of independence in its criticisms of the acts of the British administration and the Europeans in India. The race spirit seems to have awakened, as it has been moved in China

and the other countries of Asia. The circumstances of India, however, afford no opportunity for any but political action on a constitutional basis, and advocates of the cause of India in Great Britain propose to move. That there is need for improvement in the condition of India is manifest enough when it is considered that the total aggregate trade of its three hundred millions of people is country, is taken to pay the cost of military occupation and the "home charges" of the British administration.

This message of congratulation was sen by the American Chamber of Commerce of Paris to President ROOSEVELT on Nov. 10: "American Chamber of Commerce of Paris sends you sincere congratulations and ventures to hope that your new administration will be conducive to adoption of Treaty of Reciprocity between the both countries."

In reply the Chamber received this message, signed by Secretary of State HAY, and dated Nov. 12:

"The President directs me to express his appreciation of your congratulations upon a result which cannot fall to strengthen the mutual good will of

A Question as to Scores. TO THE FITTOR OF THE SUN-Sir: The scer the recent football game was Yale 12. Princeton 0. Which is the nearest to that score—12-6 or 13-5?

Is it determined by combining the number of points of each score, viz. 12 and 0=12. 11 and 6=16, 2 and 6=18; or is it determined in another way!

Substantially this question in one form another is asked of us every year. The answer is a matter of opinion. Our opinion is that, as in the 11-5 game the total number of points scored (16) is nearer the total 12-0 than is the poor tenement people who have no brownstone the total number scored in the 12-6 game (18), the score 11 to 5 is nearer to 12 to 0 than is mail and have to come downstairs at the sound of scored (16) is nearer the total 12-0 than is the total number scored in the 12-6 game (18),

British Strategy Suspected.

To THE EDITOR OF THE SUN-Sir: Noting Mr. Goldwin Smith's reference to the elimination of the soul by Dr. Osler, I write to inquire what object prompted the hurried transfer of Dr. Osier from Johns Hopkins to Ozford University. Does the British Government wish to confirm the American clergy in the belief that the human body really has

The recent visit of the Archbishop of Canter-bury, the real head of the State Church of England. would appear to confirm this strategy, which i evidently designed to keep the American clergy in darkness by the removal of the luminous intel-lect of Dr. Osler to the Archbishop's alma mater and confine belief in the soul to this side of the water. if humanity is to be soulless what right has John Bull to monopolize the knowledge of the fact by importing all of the lumen from America?

CITY TRANSPORTATION.

New York Must Prepare to Build a Far More Extensive Rapid Transit System. TO THE EDITOR OF THE SUN-Sir! In four of the five boroughs of New York there

are extensive tracts of land now unused for residential purposes and of comparatively small value because of the lack of transportation lines connecting them with Man-hattan and the thickly settled wards of Brooklyn. For years the surplus population of these

two great boroughs, instead of taking up the land within the city boundaries, has been driven to towns in New Jersey, Connecticut and Westchester county, because of the impossibility of getting quickly and comfortably from Staten Island, Queens, and the outlying parts of Brooklyn and The Bronx to the business centres of the community. The new transportation lines now building in New York hold small promise o improved conditions for these neglected territories, and, at the same time, the tunnels under the North River will unquestionably accelerate the movement of resi dents of New York to New Jersey.

The loss of population and taxable wealth which New York has suffered because the city could not accommodate all those who wished to live in it is impossible to compute It amounts to many hundreds of millions of dollars in the aggregate, and its total is growing enormously each year. The city has forced thousands of men who work in it by day to house themselves outside, by neglecting to provide facilities for them within its corporate limits.

The new subway opens for settlemen only a small section of new territory. Its Brooklyn extension will serve chiefly to relieve intolerable conditions in districts long ago thickly settled. The only pro-jected transportation line which promises to benefit a hitherto neglected section of the city is the Pennsylvania tunnel to Long Island City. There is at present nothing in sight designed to open for settlement the great plots of land within the city on which its increasing population must find homes

if they are to live within it. It should be the object of the municipality to develop for residential purposes the now unoccupied land within its own bounds To do this would require the establishment of a transportation system, combining express and local services, connecting the most distant sections of the city with the Borough of Manhattan. No surface railways can ever meet the requirements of the situation. Elevated railways might do it, but a system of tunnels, combined with surface roads acting as feeders, would seem to be the most practical. The surface roads radiating from the express stations of the tunnels, would bring the passengers to the trunk lines. By these passengers would be taken speedily to the centre of the city. An enlightened and far seeing public policy would plan the building of these lines im mediately and carry on the work with the

utmost possible speed. At present nothing is being done beyond efforts to move more rapidly and more com fortably than heretofore the present population of the city. New Jersey is building up its fortunes because New York city refuses to provide for its own people. Except within a limited area, the transportation facilities of this city are little better than they were ten years ago. Annually a great number of men anxious to live in New York are forced to go elsewhere. To keep this population in the city should be the effort of the municipality; and to accomplish it every borough and every part of every borough should be brought into easy communication with the City Hell. The trans portation lines of the future should tap new territory and aid in upbuilding it, as well as in moving the persons already resident in New York. A CITIZEN. BROOKLYN. Dec. 16.

Life Insurance and Liquor Drinking. TO THE EDITOR OF THE SUN-Sir: It is to be re

gretted that "Policyholder" should have published in The Sux only an extract from the intensely in-teresting paper of Actuary McClintock read before the Actuarial Society of America. The who port of that eminent mathematician, based upon actual experience, is worthy of space in THE SUN. It would give solace to him who sings "I've got my habits on and liquors up in moderation. However, the Prohibitionists will never publish it in full as a canvassing document for teetotalism. Permit me to quote from Mr. McClintock's report some parts that "Policyholder" omitted:

some parts that "Policyholder" omitted:

After the fourth year the actual loss among the abstainers was \$2.132.050, against a maximum expectation of \$2.671.800, or 80 per cent.; among the non-abstainers \$4.852.457, against a maximum expectation of \$5.810.800, or 80 per cent.; among the per cant. The difference to be accounted for is that between 80 and 90 per cent. A portion of this difference of 10 per cent. (reduced to 8 per cent. on purely American risks) is, as we have seen, accounted for by the intrusion of a class whose habits were dissipated at the time of entrance. Another considerable proportion of this difference of 10 or 8 per cent. must. again, certainly be due to the subsequent taking on of drunken habits, &c. In the first year of insurance between the non-abstainers and the abstainer there is a difference of 28 per cent.; after the fourth year only 10 per cent. we stain conclusions. It is

year only 10 per cent.

We may now draw certain conclusions. It is evident, as regards non-abstainers, that the excess of the percentage of loss of ring the first four years over and above 80 per cent, observed after the fourth year is not, and cannot be, due to any necesary ill effect of drinking in moderation upon the human system. The excess of loss during the first four years above 90 per cent, can be ascribed only to undisclosed habits at the time of entrance. Mr. McClintock groups certain risks into four

classes, and says:

As regards the fourth class, also larger in number, who confine themselves to occasional or habitual drinking not in excess of the medical limit, there is nothing in these statistics by which to compare them as a class with the abstainers, though there cannot be much difference either way.

Again, the whole difference of 10 (or 8) per cent. cannot be due solely to the physical effects of alcohol, because those addicted to alcohol comprise among their number a much larger proportion than the abstainers of persons naturally weak and vicious, who would on the average die cariier than others if, alcoholic beverages were unknown. Some sicken because they drink, and others drink because they are infirm.

Thus we see, from good authority, that the most classes, and says:

Thus we see, from good authority, that the mod-erate and temperate non-abstainers need fear only e growth of their own appetites.

Every race has had, and doubtless will have its stimulant and narcotic, and the rational man

does not feel disposed to smash "the cup that cheers" or stop eating just because some gourmet may overindulge unto apoplexy.

Drunkards, for continuous offence, should be

"paddled." It is an artistic physical punishment inflicted on a concealed portion of the body, thus avoiding public exposure. The victim could receive his punishment without particular expense to the State and proceed to his business without particular delay. The victim would be careful of commit-ting a second offence because "a burnt child dreads NEW YORK, Dec. 16.

TO THE EDITOR OF THE SUN-Sir: Any one with the least knowledge or the least thought of how the other half lives would see the fallacy of the letter in The SUN signed (Imperialist," regarding Sunday postal delivery and the postman's whistle.

Are not the burdened letter carriers entitled to "the day of rest"? As to the whistle, how about

the whistlet DEMOCRATIC. BROOKLTN, Dec. 16.

Advertising a Town. From Printers' Ink.

The Chamber of Commerce, Portland, Ore. of Commerce Bulletin. Its purpose is to attract industries and settlers to the city and to Oregon generally. It contains articles of real weight on pusiness conditions and opportunities in the North-west, and is recognized for valuable and accurate

The Subjection of Thomas. son groaned dismaily. And I am the man who wrote the Declaration of

ndependence!"
Herewith he proceeded to dig up for the janitor.
sootblack, elevator man, walter, barber and ninety-

LET NATION CONTROL RAILROADS. Senator Newlands's Proposal at Interstate

Commerce Hearing Washington, Dec. 16.—Much interest was manifested by the members of the Senate Committee on Interstate and Foreign Commerce this morning in a hearing given to Edward P. Bacon on what is known at the Quarles-Cooper bill, extending the powers of the Interstate Commerce Comnission. The desire was to learn what was sought by the shippers, in whose behalf

Mr. Bacon appeared. Although extraneous, the most interest ing feature of the session was a proposition advanced by Senator Newlands, who suggested legislation providing for the con olidation of all railway systems under Government control, with a tax levied on the gross receipts and distributed to the States in proportion either to the business of railroads within its borders or in proportion to the business handled by the oads. Simultaneously the law would fix the dividends to the stockholders at 4, 5 or 6 per cent. and the remainder would be available for operating expenses and improvem

nator Tillman was greatly impressed with Mr. Newlands's suggestions and requested that he embody them in a speech that they might be put before the country. Mr. Bacon explained that he was in the grain business in Milwaukee and was hairman of the executive committee of the interstate commerce law convention which was held in St. Louis last October. He said that the people he represented desired no further hearings and hoped there would be no further delay. They merely reserved the right to offer testimony in

Senator Elkins asked the witness what relief the railroads would have in case a rate which they established was reduce rate which they established was reduced by the commission and reestablished by the Circuit Court. "How would the railroads be reimbursed for the money lost by reason of the difference between the two rates?" he inquired. Categorically speaking, said Mr. Bacon, the railroads would have no relief, but he thought in practice that only one in fifty or a hundred cases settled by the commission would be reversed by the courts.

Senator Elkins asked what would be done in case the railroads refused the freight

done in case the railroads refused the freight at the commission's rate. "They might not have the cars," said he. Mr. Bacon did not know of any way the railroads could be compelled to carry freight if they did not wantto, but he thought that could be worked

nator Elkins then asked him if there Senator Elkins then asked him if there would be any objection to having the rates finally fixed in the courts, and he replied that he did not care who fixed them so long as the shippers secured relief.

A. J. Cassatt, president of the Pennsylvania Railroad Company, was present during the latter part of the testimony of Mr. Racon.

ENDS SMITH ESTATE SUIT. Justice Fitzgerald Dismisses B. N. Oakeshett's Action.

Supreme Court Justice Fitzgerald disnissed yesterday the suit brought by Benjamin N. Oakeshott against J. Henry smith and George A. Cooper, his co-executors under the will of George Smith, to recover \$500,000, as commissions upon the administration of George Smith's estate.

William 3. Hornblower, for the defendants, moved to dismiss the complaint on two grounds, first that the alleged agreement, under which Oakeshott sued, was said to the complaint on the complaint on two grounds, first that the alleged agreement, under which Oakeshott sued, was woid as against public policy, and second, because, the will not having been probated here, no commissions had been earned. Justice Fitzgerald granted the

Oakeshott was for years the confidential secretary of George Smith, who divided the bulk of his \$50,000,000 estate between J. Henry Smith and George A. Cooper, his nephews. Oakeshott, though not a legatee, was an executor, and he alleged that under an agreement with the nephews legatee, was an executor, and no aueged that under an agreement with the nephews he had waived his right on condition that he should receive one-third of the commissions payable to executors, which, in this State, would amount to \$1,500,000.

Why Not Sand the Streets?

TO THE EDITOR OF THE SUN-Sir: What I wonder he thousandth time, is: Why don't we sand the city's asphalt paved treets in winter after the snow has been removed

Such streets are, when the weather is cold. in the worst and most dangerous condition possible for horses, and the condition that makes them dangerous for horses tends also to delay all traffic Then the driver of horses smooth shod keeps up. as far as he can in the crowning middle of the road, where his horses can get a little safer footing than on the sloping sides; with the result, in surface car streets, of delaying all street car travel; and when he gets off the car tracks, on to either side of the street, he delays traffic there, for he must go slow. And if his horses go down he blocks traffic alto-gether for a time, on that side of the street, anyway. and reduces the capacity of that thoroughfare by a half. I should say that the losses caused by delay in trame due to slippery streets must amount to a great sum daily, a sum far greater than it would ost to sand the streets at such times, and so make

with milder weather, the ice crust on which the horses slip had melted away; but what of that? We sweep the streets daily when there is no snow on them, and what is to binder our sweeping up the sand when it is no longer needed? True, it would make a heavier sweeping and cost more more sides the cost of providing and spreading th but think of the money saved by the avoidance of to merchants and to owners of horses, bu

Everybody familiar with the streets knows that when the going is bad for horses the whole traffic of the city is held up and put back; and it seems obvious that this delay could be in great measure done away with by making the streets safer for horses by sanding them. Why don't NEW YORK. Dec. 16.

From the Physicsphia Record. "Since I came home from Russia a year ago it makes me feel quite like a roue to go to church and listen to the warblings of frisky sopranos and contraites." confessed a man who passed over a year the land of the Great White Ozar.

"I was privileged to go to many of the most famous cathedrais in all Russis, a country which countenances no instrument of wood or brass, nothing except the human voice. The music is of the most spiritual, a sort that is closely allied to prayer, ranging from angelic sweetness and deliyou of your feet. The church choirs are comsed of men and boys only, the female voice being banished as too enticing and auggestive of the

English Sparrows Disappearing From the Louisville Courter-Journal

English sparrows that fairly swarmed in New Albany, are disappearing at a rate that has become noticeable to close observers, and they are at a loss account for the rapid diminution in the number of the birds.

Whether they are dying off, being trapped or

slaughtered in large numbers, or are going away can only be surmised, but it is certain that the number is rapidly decreasing. Persons who have been observing the decrease in the number of the hirds are inclined to the belief that they are migratmigrate.

Signs of the Times. Why is it that the bootblack Says civil things to me? Why is it that my barber Why is it that the lady

Who washes all my clother About my shirts and hose? Why is it that the milkman is lavish with his cream?

Why is it that the janitor Turns on enough of steam Why is it every one's polite? der what's the cause

HONOR TO AN OLD TEACHER. John D. Robinson's Pupils, Grown Famous,

Give Him a Dinner. miniscences were thicker than the fog on the Banks of Newfoundland at the dinner given at the Hotel Astor on Thursday night to John D. Robinson, who retired last fall after fifty-seven years of continuous service as a seacher in the public schools. The dinner was given by 300 or 400 of Mr. Robinson's former pupils, who were inspired with the idea by William J. Campbell, a pupil he had fitted for the

City College. Mr. Robinson is 72 years old. Seated at the tables with him were gray haired men he had taught when they were boys and who have since gained prominence in the city. There were John D. Crimmins, John Jasper, ex-City Superintendent of Schools; Assistant Superintendents Howard B. Hoelschius and Mathew J. Elgas, Isaac Bell Brennan, Daniel F. McMahon, Jacob A. Cantor, John B. Sexton, John Reisenweber, ex-Magistrate Charles A. Flammer James Bradley, Thomas S. Winslow, Edgar H. Fox, Lee Fairchild, Dr. John W. Pool, Dr. Alfred C. Dupont, Senator-elect Martin Saxe, William E. Stillings and Louis Wen-

dall. Senator Plunkitt, also a pupil, was invited, but couldn't attend.

Reminiscences were uncorked when John D. Crimmins was introduced as the first speaker. Mr. Crimmins said that half a century ago Mr. Robinson was regarded as the handsomest teacher in the public schools.

"And he hasn't changed much," added

"And he hasn't changed much," added the speaker.
Jacob A. Canter said that Mr. Robinson was a fine disciplinarian. He did more to bring about the kind of rule that used to obtain in Taummany Hall than any man in the city of New York.

"The public schools of New York in our day were good." said Mr. Cantor. "Since then there has been what is called a development that has not given us all we expected of it. I do not think our boys and girls can be educated too highly, but I do think the education should be of the practical kind Mr. Robinson gave us. Let the frills of education be for those who can afford to pay for them."

the frills of education be for those who can afford to pay for them."

Ex-Supt. Jasp r spoke and, like Mr. Cantor, gave the present system of public school education a mild lambasting.

"The Board of Superintendents were warned by me," he said, "that if they made the course in our schools eight years they would have 100,000 children in half day classes in less than a year. The man in charge said, "Tut. tut!" But in just one year there were 98,000 children on part time. charge said, "lut. tuta" But in Just one year there were 98,000 children on part time. Our boys and girls now are taught to read music at sight, and, in my opinion, it is a waste of time. The pendulum has swung too far. I hope it will swing back. We want more fundamentals and less frills." Lee Fairchild, Judge Flammer and others

AN OFFICE FOR C. H. DUELL. On the District of Columbia Court of Appeals Bench.

WASHINGTON, Dec. 16.-The President sent to the Senate to-day the following nominations. To be Consul-George Horton of Illinois.

at Athens, Greece. To be Chief Justice of the Court of Appeals, District of Columbia-Seth Shepard of the District of Columbia. To be Associate Justice of the Court of

Appeals, District of Columbia-Charles H. Duell of New York. Also the names of ninety-two Colonels, forty-three Lieutenant-Colonels, fifty-one Majors, 138 Captains and thirty-seven First and six Second Lieutenants heretofore put on the retired list to be advanced each one grade on that list on account of service in

the civil war.
Justice Shepard is now an Associate
Justice of the Court of Appeals and is
promoted to the vacancy caused by the retirement of Chief Justice Alvey.
Charles H. Duell is a lawyer with offices he civil war. charles H. Duell is a lawyer with offices at 220 Broadway, New York city. He was a member of the Assembly in 1878 and 1830, and from 1898 to 1801 he was United States Commissioner of Patents.

George Horton has held the office of Consul at Athens before, having been appointed by President Cleveland.

A Good Word for Seamen. To THE EDITOR OF THE SUN-Sir: In a recent number of THE SUN was printed an article entitled Sallormen Are Dead Beats." It treated of the port of G. L. Dyer, Commandant and Nave resignation of Mr. Frank Hughes from the superintendency of the Episcopal Society's Home for Sea-

men at 52 Market street. I don't question Mr. Hughes's facts, but I do question his conclusions. He may been have im-posed upon by many men who follow the sea, but he is not warranted in drawing the conclusion that half of the seafaring men are dead beats. I have been associated with this class of men for

over six years, and my experience has been just the reverse of Mr. Hughes's. True, I have not kept a boarding house, I have only superintended the Catholic reading rooms for seamen. In such capacity I have been called on from time to time to loan money to indigent seamen. They invariably paid me as soon as they obtained employment. On the very night before you printed the com-plaint of Mr. Hughes. I received a small sum loaned some weeks ago.

Let me say that I have always found the seamen

with whom I come in contact appreciative of any kindness bestowed on them. Within a week a man from the steamship Oceanic of the White Star Line from the steamship Oceanic of the white star Line wated on me and presented \$30.59 as a Christmas donation from the men aboard for the support of the rooms. This does not look like "dead beating" it. I have on other occasions received voluntary offerings from the men of other ships.

It is too bad that the seafaring man never gets beating before the public surfers he is mixed up.

hearing before the public unless he is mixed up in a drunken brawl, or when some one who has become dissatisfied with his conditions uses his prerogative to grumble, if not at the soup, &c., least at something or somebody.

W. P. DOUGHERTT, Director. NEW YORK, Dec. 15.

The Panama Canal and Health

From the Scientific American.
There is a widespread belief that the climate of Panama is so fatal that the construction of the canal can only be accomplished at an enormous sacrifice of human life. Both malaria and yellow fever may be said to be to-day practically under control, and these are the two diseases which are most to be dreaded when the great construction camps are assembled and work is in full swing camps are whole length of the canal. According to Gen. Abbott, the records of the hospital of the old Panama Canal Company show that the total death rate among the laborers was far less than is commonly supposed, being in fact from 44 to 67

per 1,000. It seems, moreover, that the rainfall has been the subject of as gross exaggreration as the diseases. It varies from about 130 inches on the Atlantic to 45 inches on the Pacific, a record that can be duplicated n the United States, where the average rainfall or the Atlantic coast is about fifty inches and the fall on portions of the Pacific coast compares in total precipitation with that of the Atlantic terminus of the canal. Furthermore, it will be news to many residents of our more northerly latitude to learn that the temperature ranges at Panama from 70 degrees to 85 degrees Fahrenheit, and that it is very rarely that the thermometer reaches the high temperature which is experienced when a hot wave asses over the United States.

The Open Shop and the Closed Shop. TO THE EDITOR OF THE SUN Sir: Your discus To THE EDITOR OF THE SUN-SHY: Your discus-sions of what you term "the open shop movement" appeal to me with more than ordinary interest, because, perhaps, the thought and arguments ex-press, in the main, my own convictions. But there is one phase of the problem to which I direct your

That is this: Which will be of greater direct beneto the laboring masses—the "open shop" or the "closed shop"! If the "open shop," how will these benefits manifest themselves? benefits manifest themselves?

The labor leaders urge with much force that higher wages and shorter work hours have come from their closed shop policy, not only here but in England also. These are tangible benefits to laboring people. In order that our arguments may be effective something equally good must be demonstrable in favor of the open shop.

A. L. E. WASHINGTON, Dec. 15.

The Double Star.

The awestruck listener at "Parsifal" had just urvived a particularly violent orchestral scrimmage.
"To think," be murmured, "that the same masswore "The Simple Life!"

NEEDS OF OUR HOSPITALS.

Frank Tucker Again Urges His \$10,000, 000 Endowment Plan.

That the financial condition of some of New York's great hospitals is still critical. a fact to which attention was first called a year ago by Frank Tucker in Charities, is borne out by the report of the Presbyterian Hospital just issued. Extracts from this report are incorporated in another article by Mr. Tucker in to-day's Charities in which he again emphasizes the need of radical measures of relief.

Mr. Tucker, who is vice-president of the Provident Loan Society, a year ago called attention to the fact that the hospitals were then running at an aggregate annual deficit of \$500,000. He suggested as a remedy for this that an endowment fund of \$10,000,000 be raised, the income of which should go to supplement the incomes of the hospitals.

This suggestion Mr. Tucker renews after reviewing the report of the Presby-terian Hospital, which shows a deficit for the year past of \$72,936, in spite of the fact that the institution received and applied toward maintenance \$45,603 in legacies. This condition, the report says, is not peculiar to the Presbyterian Hospital. Com-menting on it, the hospital report says:

menting on it, the hospital report says:

It means that the people of New York are not alive to the necessity of supporting their hospitals, and that unless the public conscience is quickened and larger means for current expenses are provided the hospital system of New York must at some date not long distant be changed. It means that except for such provision public hospitals under municipal management, supported by taxation, must in great part take the place of our present hospitals, which are private only in the sense that they were founded and have been supported by private benevolence and are under the direction of managers recruited by natural selection from our best citizens and not subject, as is too often the case with municipal hospitals, to political change or popular caprice.

Mr. Tucker goes on to show that the

change or popular caprice.

Mr. Tucker goes on to show that the hospital has been meeting about the same deficit for some years past by drawing on its endowment fund, with the result that out of a total of \$651,600 received in endowments, \$370,000 has been spent, leaving only \$281,000 to meet deficits in the future. With an average annual deficit of \$70,000, it is pointed out, a radical change in the hospital's policy must take place within four years unless it receives some unusual gift or legacy.

Mr. Tucker then urges again the raising of a large endowment fund, the income to

of a large endowment fund, the income to be used in supplementing the incomes of hospitals and to be administered by an ndependent board of men and women

J. H. WILLIAMS'S WILL. The Bulk of the Estate Goes to Widow

-Other Bequests. The will of James Harvey Williams of the H. Williams Company, manufacturers of drop forgings, was filed for probate n the Surrogate's office in Brooklyn yesterday. The amount of the estate was not given, but it is believed to be very large. Mr. Williams leaves \$500 to his servant Edward Cary for "faithful service." To his sister, Sarah Jarvis Williams, the testator leaves 100 shares of the capital stock of the J. H. Williams Company, together with certificates of indebtedness of the corporation of the par value of \$10,000 and also a bond and mortgage on a homestead at Fort Plains, N. Y. His daughter, Frances williams is to receive 400 shares of the at Fort Plains, N. Y. His daughter, Frances Williams, is to receive 400 shares of the capital stock of the J. H. Williams Company and certificates of indebtedness to the par value of \$40,000. His two sons, James Harvey Williams, Jr., and Earl Trumbull Williams, are treated the same as the daughter. All the rest of the estate is bequeathed to the testator's widow, and she and the Brooklyn Trust Company are made joint executors of the will.

William C. Redfield, who resigned the

oint executors of the will.
William C. Redfield, who resigned the
treasurership of the J. H. Williams Company to accept the post of Commissioner
of Public Works under Borough President
Swanstrom, is to become the president
of the J. H. Williams Company. He is also the vice-president and general manager of the Warp Twisting Machine Company and was to have been the president of the new Home Trust Company. He will, however, remain a director of the new company.

REPORT OF GUAM'S GOVERNOR. He Urges a Revision of the Tariff and the

Sanitation of the Island. WASHINGTON, Dec. 16.-The annual re-Governor of Guam, describes the unsanitary conditions of the island and recommends that legislation be made to remedy the evils, especially those pertaining to the leper colony. He also recommends that a collier be stationed permanently at Agafia. A score of vessels were coaled during the past year, but there is now no collier, and in an emergency conditions would be decidedly precarious.

Capt. Dyer is most urgent in his recom-mendation that a revision be made of the tariff. For example, he says that the price of kerosene oil is 36 cents a gallon and sugar of kerosene of its 30 cents a gain that sugar 12 cents a pound, and several other ex-amples are cited as being the result of the tariff. Accordingly, the cost of living is extremely high, much higher in com-parison than at any of the other island possessions of the United States. Capt. possessions of the United States. Capt. Dyer refers to the sanitary conditions at Agaña, the capital of the island, as unspeakable. The lepers are now segregated in a colony, much to the displeasure of the lepers themselves and their families, who have always been together. The cost of the maintenance of this colony has been borne thus far by the insular treasury, and the system of care taking has proven most unsatisfactory.

most unsatisfactory. TO PROMOTE AMERICAN TRADE. Plan to Convert the Palais Royal Into an

American Trade Centre. WASHINGTON, Dec. 16 .- M. Yves Guyot of Paris, former Minister of Public Works. and Theodore Stanton, a member of the American Chamber of Commerce of Paris. called on President Roosevelt to-day to tell him that they had made good progress toward the establishment at the French capital of an American commercial centre. Mr. Roosevelt had shown a cordial interest in the movement, and M. Guyot and Mr. Stanton said to-day that their effort to interest influential business men of New York in the scheme has been entirely successful.

The plan is to convert the Palais Royal in Paris into a great American exposition and trade centre. In discussing the plan M. Guyot said:

"The United States would make known by this concentration of its products its manufacturing capacity, not only to France but to the entire Old World. To concentrate the European trade of the United States in an edifice which would serve at the same time as an exhibition, a showroom, a retail store, a warehouse and toward the establishment at the French

serve at the same time as an exhibition, showroom, a retail store, a warehouse and an inquiry office, where each merchant would preserve the individual direction of his business and at the same time profit by certain general services and certain general expenses shared in common—such is the programme which we propose.

Prof. McAllister to Become an Editor.

ITHACA, D c. 16 .- Prof. A. S. McAllister of Sibley College of Cornell University has resigned to accept an editorial position with the Electrical World and Engineer of

New York city. How to Keep Missouri Republican.

From Leslie's Weekly.

If the Republicans avoid blunders in the next
four years they may be able to hold Missouri under
whatever leader the national convention puts forward in 1908 to succeed Roosevelt.

The Governor, Joseph W. Folk, was carried by the Democrats in Missouri in 1904, but the Republicans have all the other State officers. Thus the Republicans will not have the free hand that they had under Fletcher and McClurg a third of a century ago. But if they avoid blunders in the Legislature, if they assist Folk in carrying out any of his reforms which are real reforms, and if they propose real reforms of their own, the Republicans will have an excellent chance to carry not only Presi ent but Governor in 1908, keep their State out o